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SIXPENCE.

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A SACRED SYMBOL IN THE RUSSIAN ARMY, HUNG IN EVERY PUBLIC OFFICE, AND CARRIED ON ACTIVE SERVICE :

A PORTRAIT OF THE EMPEROR UNDER SPECIAL GUARD DURING AN ADVANCE.

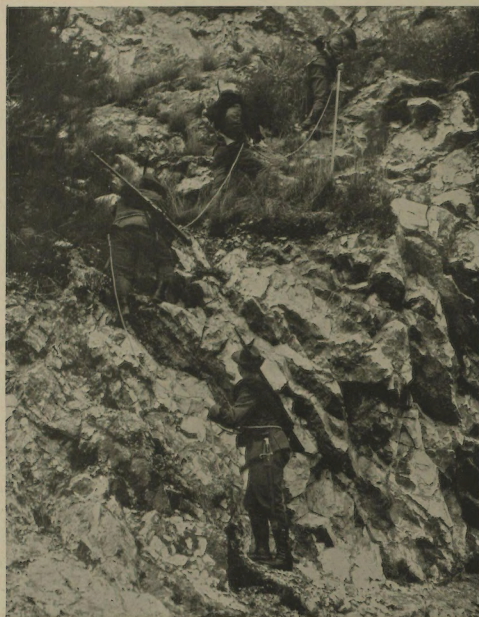
Next to the Ikon, the most sacred thing in Russia is the Emperor's portrait. In all public offices the Services show their devotion and their loyalty by hanging the portrait of the Tsar in the place of honour. The above picture shows the method by which this sacred symbol of Russia is carried and guarded. A soldier is placed in charge, and never lets it out of his possession. When the armies capture and establish

themselves in any town or position, long lines of transport-wagons bring up all manner of supplies. Amongst the first vehicles of the transport-train, a soldier sits on top of the baggage, holding the picture, which is carefully delivered at the bureau for which it is intended. An extra strong escort is provided, to see that no accident happens to the man and his trust.

DRAWN BY S. BRIGGS FROM A SKETCH BY OUR SPECIAL ARTIST, H. C. SEPPINGS WRIGHT. COPYRIGHTED IN THE UNITED STATES AND CANADA.

THE VICTORIOUS ITALIAN COUNTER-OFFENSIVE: TROOPS WHO ARE DRIVING BACK THE AUSTRIANS.

PHOTOGRAPHS BY H. C. N. AND TOPICAL.



ROPED TOGETHER AND WITH RIFLES SLUNG ACROSS THEIR BACKS: ITALIAN ALPINI CLIMBING A ROCKY MOUNTAIN-SIDE.



SOME OF THE 40,000 AUSTRIANS CAPTURED BY THE ITALIAN SINCE THE WAR BEGAN: PRISONERS ATTENDING AN OPEN-AIR CELEBRATION OF MASS.



DIFFICULTIES OVERCOME BY THE ITALIAN ARTILLERY: HAULING GUNS AND WAGONS UP A MOUNTAIN.



CAREFUL NOT TO SHOW THEMSELVES ON THE SKY-LINE: AN ITALIAN CAVALRY PATROL OFFICER STUDYING A MAP ON A MOUNTAIN-SIDE.



WITH THEIR GUN POINTING UPWARD AT A HIGH ANGLE: ITALIAN ARTILLERY IN ACTION ON MOUNTAIN ROAD.



ITALIAN CAVALRY ON SCOUTING DUTY: A MOUNTED PATROL MAKING INQUIRIES OF A FARMER'S BOY ON A MOUNTAIN PASS.

Excellent news came from the Italian front a few days ago, to the effect that the Austrian offensive had been definitely stopped, and that the Italian forces, advancing in their turn, were driving back the enemy along the whole line in the Trentino. Their success was partly made possible, no doubt, by the Russian victories over the Austrians in the East, but this in no way detracts from the splendid efforts of the Italians. An appreciative description of their work and bearing in the field was recently given by Sir Arthur Conan Doyle. "I come away from the Italian front," he writes, "with a deep feeling of admiration. . . . First a word as to the Italian soldier. He is a type by himself, with a very special dash and fire, covered over by a very pleasing and unassuming manner. London has not yet forgotten Dorando, of Marathon fame. He was just such another easy smiling youth as I now see everywhere around me. A thousand such, led by a few young gentlemen of the type who occasionally give us object-lessons in how to ride at Olympia, make no mean battalion. It has been a war of most

desperate ventures, but never once has there been a lack of volunteers. Caesar told how the big Germans used to laugh at his little men until they had been at hand-grips with them. The Austrians could tell the same tale. The spirit in the ranks is something marvellous. . . . The Alps form such a bar across the north that there are only two points where serious operations are possible. One is the Trentino salient. . . . There remains the other front, the opening by the sea. Here the Italians cleared the plain, and crossed the river; now they are faced by barbed wire, machine-guns, cemented trenches, and every other device which has held them as it has held everyone else. But remember what they have done for the common cause. They have in a year occupied some forty Austrian divisions. They have killed or wounded a quarter of a million, taken 40,000, and drawn to themselves a large portion of the artillery. That is their record up to date. As to the future, if Austria has to draw her men to the East there will be a tiger spring for Trieste. If manhood can break the line, then I believe the Dorandos will do it."



By G. K. CHESTERTON.

ONE of the curious silent collapses of the modern intellect occurred when people began to talk about "education," without saying what education. Obviously a school teaches something, whether it is run by Froebel or by Fagin. In the technical sense in which educational officials talk about "results," Fagin teaches extremely well; and the only objection to him must be an objection to certain things being taught at all. In Germany, for instance, Fagin seems to have ousted Froebel by this time, and is delivering lectures on history and moral philosophy. In England the bad education is negative rather than positive. But it is bad enough to be in some quarters an almost unqualified evil. The very trust in it calls for a distrust of its mental quality. A man who walks out into the world amid all its crafts and riddles, and simply says "I have been taught" proves nothing except that he has not been taught to think, or not been taught to express himself. You generally find, especially among the Germans, that if you press the question home it resolves itself into the ridiculous superstition about "literates" and being able to scribble and to spell. How this monstrous modern idolatry arose in the mind I cannot imagine. A man might as well be proud of playing noughts and crosses as of having learned a system of arbitrary signs which is, by hypothesis and in practice, within the capacity of a child of six. It is not applied to any other of the many arbitrary alphabets. Nobody supposes that the man who cannot read Pitman's shorthand is a savage, or the man who can a philosopher. Nobody is thought a fool because he does not happen to know that the letter D is called "Don" in semaphore signalling. Nobody has the appearance of a hairy and semi-bestial barbarian because he says "M," when that particular code, in a more sentimental manner, says "Emma." No one is required to adopt with promptitude, in ordinary society, the rigid attitudes of a railway-signal. Modern men are not expected to know anything of the far more philosophical and far more artistic alphabet which was called heraldry. A modern plutocrat is not suddenly called upon to blazon his coat of arms, even when he has taken the trouble to buy one from the politicians. But if a European peasant, who knows enough about Nature and practical science to make a desert blossom like the rose, happens not to have learned longhand, as I have not learned shorthand, he is refused entrance at many modern portals in favour of the nearest forger. And a German soldier, chopping off the fingers of children in his leisure moments, will tell you quite seriously and sincerely that the Russian is a savage, merely because he cannot write his name on a scrap of paper, and a German can. What the German afterwards does with the scrap of paper we know.

We also, however, need to turn many of our seats of learning into seats of unlearning. History, in particular, has been taught so abominably in England that most Englishmen would quite literally be better off if they knew none at all. It has been said that history is philosophy teaching by examples. Unfortunately, ours has mostly been German philosophy teaching by German examples: and we are not sure now that we want to follow the German example. It was through the blue Teutonic spectacles that we looked solemnly and saw all things blue: they clouded and discoloured everything from the Red Flag to the White Tsar. For very many of us this

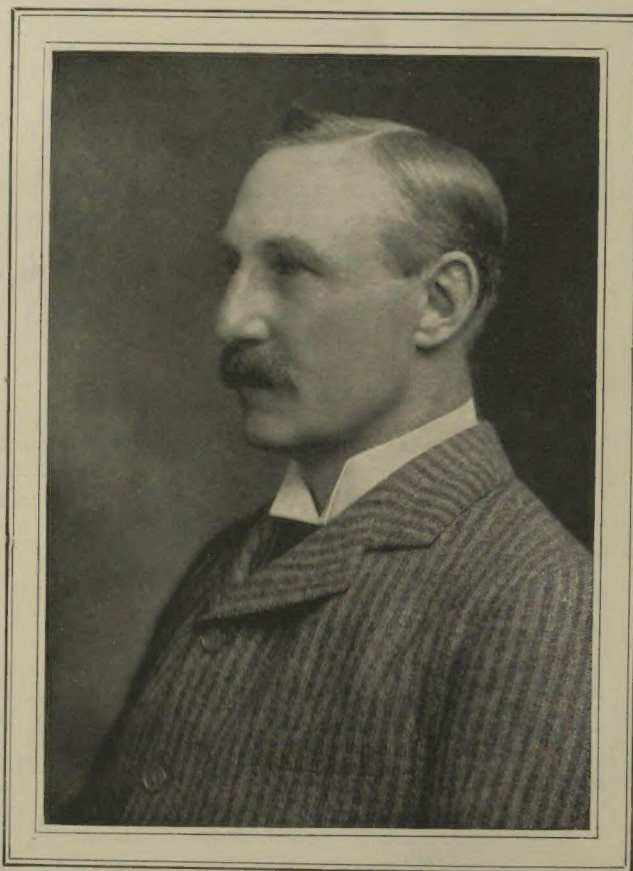
war has been the first concrete contact with the rest of Christendom. It has in almost every case been directly contrary to the preconceived notions current in this country. Most of us had never really known or watched any Frenchmen who were not waiters, any Italians who were not ice-cream men, or any Russians who were not Jews. The real men behaved in a manner quite startlingly different from the parts cast for them in our comic-paper ethnology. I therefore think it a seriously profitable experiment to expunge for a moment from the mind everything we knew, or thought we knew, about them. Let us consider what we should have thought of our neigh-

to needless ridicule, represents their forces (though in any case much larger than their enemies) as considerably smaller than they were intended to be. It is more and more apparent that little or nothing of the advantage gained by invading Belgium remains, unless it be the terrorism—that is to say, the disgrace. For it must be noted that this general argument from results, which might be unfair if applied to nobler and more human ideals, is the only fair one to apply to the practical claim made for modern Germany. A mistake may be manly, a mistake may be strong, a mistake may even be brilliant; but a mistake cannot be efficient.

There the proof of the pudding is in the eating; and the Germans have obviously bitten off more than they can chew. For efficiency there is no moral victory. If nothing succeeds like success, nothing can ever fail like a philosophy founded on success. Thus deeply and abysmally have the Germans failed. If there had been no theory of German efficiency before the war, none would have been discovered in the mere experience of the war. We might have said that the German Army was as well organised as the other great armies, but no more. What I think we should have noticed in the Germans, considered as a new people, is a faculty for which I can think of no approximately accurate names but one—I should call it mythology. They seem really to be able to live corporately in a legend: a crowd in a cloud of vision. Millions of men can dream the same dream. I fully realise that this is a strength, though I do not think it the best, or even—ultimately—the strongest strength. There seems at present no reason why the Battle of Jutland should not forthwith be inscribed in Prussian official histories as a victory like the Battle of Rossbach or the Battle of Gravelotte. The Germans are always talking about making a future for themselves. It seems more probable at present that they will manufacture a past for themselves. Anyhow, they have a very real power of manufacturing myths, by which I do not necessarily mean lies, but rather legends. And one of the myths is their efficiency.

Take, for another example, our attitude towards the Russians. Here again we had, before the war, a vision of something vast and vaguely omnipotent—an iron empire terrible through a decadent association which imagines mere despotism to be dreadfully strong. We trusted far too much to Russia as a mere machine of millions. This ugly mechanical idea we actually embodied in a mechanical image, quite fashionable in the first months of the war. Some of our journalists called the Russian Army "the steam-roller." Not a sign of this sort of thing, either for good or evil, has been seen about Russia since we took touch with the real struggle. On the contrary, Russia has really covered herself with glory by fighting under conditions such as those of Poland or even Montenegro. She has fought at a disadvantage—and won at a disadvantage. Never henceforward can anyone deny that the great empire could have the courage to be a small nationality. The qualities shown by the Russians, in tragic retreat even more, if possible, than in their present triumphant advance, were exactly the qualities denied to a rigid despotism—romance, adaptability, and even adventure. Fortunately it was for us that the army of the Tsar had a wit, an agility, and an inventiveness which a steam-roller seldom displays.

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RESIGNED: THE EARL OF SELBORNE, K.G., PRESIDENT OF THE BOARD OF AGRICULTURE AND FISHERIES.

It was officially announced, late on Sunday night, that "The Right Hon. the Earl of Selborne, K.G., has resigned the office of President of the Board of Agriculture and Fisheries." Lord Selborne became President of the Board of Agriculture upon the reconstruction of the Government last year. From 1905 to 1910 he was High Commissioner for South Africa; and for the five years preceding, he was the First Lord of the Admiralty. He is the second holder of the title, succeeding his father, the Lord High Chancellor, in 1895. Lord Selborne married, in 1883, Lady Beatrice Maud Cecil, daughter of the third Marquess of Salisbury. His eldest son is Viscount Wolmer, who married, in 1910, the Hon. Grace Ridley, daughter of Viscount Ridley.—[Photograph by Elliott and Fry.]

bours if we had known nothing but what we have come to know in this deadly trial of the truth. Suppose they were all new nations whose history we had not read, the peoples of some new planet. What should we say of them as they appear in action—an action on which our own life depends, and about which we dare not delude ourselves with artificial likes and dislikes?

Let us take the Germans first. We were prepared for discipline and organisation and the rest of it, for the Germans themselves had talked of it incessantly. But it may well be questioned whether in fact the German organisation has been so particularly successful. Their own official account of the campaign of Northern France, which is not likely to hold them up

LADIES OF THE LAND: WAR-WORKING "BROWNIES."

PHOTOGRAPHS BY C.N. AND DENNIS MOSS.



THE WATER-CART BRIGADE: DOING MEN'S WORK IN FILLING BARRELS
BESIDE THE AVON.



TIRING WORK FOR "BROWNIES": WATERING MARROWS
UNDER GLASS.



WOMEN-WORKERS IN OXFORDSHIRE: A FIELD-WORK DISPLAY AT A FARMING DEMONSTRATION.



PICKING GOOSEBERRIES: GIRL-WORKERS BUSILY EMPLOYED
IN A MARKET GARDEN.



A MIDSUMMER HARVESTING JOB: FILLING THE LOFT AFTER CLEARING
UP A FIELD.

The "Brownies," of Evesham, who are being reinforced by women fruit-pickers sent out by the National Land Council, are setting a notable example of what women can do in taking the places of men at the Front and thus solving one of the most pressing problems of the hour. The "Brownies," members of whom are seen in four of the five above illustrations, have been so nicknamed by the local folk because of the earth-brown smocks and breeches they wear at work; with high boots and "trench boots," and sun hats and bonnets. Between two and three hundred of them, all told, are at

work at and round Evesham. Ladies of all conditions are in the party, the daughters of clergymen, doctors, journalists, lawyers, business men, artists, ex-nurses and teachers, and girls from offices. With them also are ladies and working women, married and unmarried, and girls from all parts of the Empire, from Canada and Australia and New Zealand, and at least one woman from South Africa. In the third photograph two members of a different set of women war-workers are seen—some of those in Oxfordshire, engaged on field work. They are shown taking part in a farming demonstration.

A Russian Railway War Exploit: The Alexandrovsk-Petrograd Line.



1. RUSSIA'S NEW DOOR TO THE WEST, ENABLING MUNITIONS TO ARRIVE IN WINTER; ALEXANDROVSK PORT AND RAILWAY TERMINUS.

3. THE OLD STYLE OF WINTER TRANSIT: THE PETROGRAD REINDEER SLEIGH POST.

Russia's new ice-free port of Alexandrovsk, in Kola Bay, an estuary on the Murman Coast, lies some three hundred miles in a direct line to the north-east of Archangel, on the White Sea, and well within the Arctic Circle, about a hundred and fifty miles from the North Cape. Owing, as it has been suggested, to the influence of the Gulf Stream, while Archangel, on the White Sea, is frozen up every winter, Kola Bay remains ice-free.

2. WHERE, THOUGH WITHIN THE ARCTIC CIRCLE, THE SEA NEVER FREEZES: KOLA ESTUARY—A RUSSIAN MOTOR-VESSEL.

4. BRITISH WHO WINTERED AT ALEXANDROVSK: FILLING CASKS AT AN ICE-HOLE.

A railway connecting Alexandrovsk with Petrograd was planned before the war, but it had not been begun. By dint of strenuous exertions and setting an army of engineers and navvies to work, since the autumn of 1914 the entire line has been laid and is now beginning to be worked for army and munitions traffic. Thus, during the rest of the war, Russia can draw supplies from Western Europe, and elsewhere all the year round.

Marking Time in Mesopotamia: Typical Scenes with the Anglo-Indian Forces on the Tigris.



1. BOUND FOR INDIA WITH WOUNDED INDIANS: RED CROSS STEAMERS LEAVING BASRA.

3. IN A HOSPITAL AT AMARA: A CUPBOARD FOR KEEPING FOOD HOT OR COLD.

In an official announcement made by the War Office on June 17, it was stated: "There is no change in the situation in Mesopotamia. On the north bank of the Tigris, east of Kut, our trenches have been pushed forward to within 200 yards of the Turkish Sanna-i-yat position. On the south bank we have occupied an advanced position at Imam Mansura, 3½ miles south of Magasis. No fighting has been reported from the Euphrates line, except a small and successful punitive

2. READY FOR HOSTILE AEROPLANES: AN ANTI-AIRCRAFT GUN ON AN AMMUNITION-BARGE.

4. AN ADJUNCT TO THE AMARA HOSPITAL: A HUT USED FOR DRESSING MINOR CASES.

expedition against Arabs who had persistently cut the telegraph line north of the Hamar Lake. On the night of June 14-15 our cavalry raided a hostile Arab tribe and captured 200 cartloads of grain and a number of sheep. Three barges on the Tigris were sunk by Turkish artillery fire on June 10. The above incidents appear to form the basis on which the imaginative Turkish official communiqué of the 15th inst. was founded."

RUSSIA'S PIETY IN THE HOUR OF VICTORY: A VILLAGE THANKSGIVING.

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY OUR SPECIAL ARTIST, H. C. SEPPINGS-WRIGHT.



CELEBRATING VICTORY IN A RUSSIAN VILLAGE: A CANDLELIGHT PROCESSION TO A VILLAGE SHRINE;
WITH PEASANTS MAKING THEIR WAR OFFERINGS.

In the hour of victory, as in the day of tribulation, the deep religious spirit of the Russian people manifests itself in a manner that is singularly impressive. Our illustration shows a picturesque thanksgiving ceremony in a Russian village on the arrival of the news that a great success had been achieved by the Russian arms. Describing the sketch from which the drawing was made, our artist writes: "The effect of the victory on the country is magical. Everybody is filled with hope and confidence for the future.

This is a typical village scene. On the announcement the whole village turned out, and made the 'pope' come to the village shrine to hold a service of thanksgiving. A common brown bowl was placed on a table in front of the shrine, and into it the offerings fell—principally coppers. Even beggars contributed their mite. The man dropping a coin into the bowl is a blind beggar man." In the procession are men and women bearing lighted tapers, and tapers were placed on the table.—[Drawing Copyrighted in the United States and Canada.]

RUSSIA'S SWEEP ACROSS BUKOVINA: THE LEADER AND HIS EMPEROR.

PHOTOGRAPHS NOS. 1 AND 2 BY C.N.



ON THE EVE OF THE GREAT RUSSIAN ATTACK: THE EMPEROR NICHOLAS'S VISIT TO GENERAL BRUSILOFF AND HIS STAFF.



AT GENERAL BRUSILOFF'S HEADQUARTERS: THE EMPEROR IN CONVERSATION WITH THE GENERAL.



LEADER OF THE EVER-ADVANCING ARMY:
GENERAL BRUSILOFF.

Europe, as a whole, first heard of General Brusilov in the opening Galician campaign, soon after the war began. At that time he was at the head of one of the army groups under General Russki. After that he held the command of the principal section of the Southern Russian group of armies, controlled by General Ivanoff. On that brilliant tactician's retirement, through ill-health, early in the present year, General Brusilov succeeded to the supreme charge of the Russian Southern group of armies. The rapid sledge-hammer blows with which he beat in the Austrian front and his full-speed-ahead invasion of Bukovina are characteristic of a man who for years past has been at the

top of his profession and noted as one of the ablest and most daring cavalry leaders in the Russian service. He is sixty-four, but is said to have the energy of a man of thirty and to be tireless, whether in the saddle or at headquarters. Those who know him describe him as a man of blunt manner and few words, stern on duty and a strict disciplinarian; yet capable, through the devotion he inspires among those under him, of getting the utmost out of all. His masterly generalship has shown itself by the continued successes which have already resulted in the subjugation of the entire province of Bukovina.

FROM A GREAT AFRICAN RULER TO THE KING: A NOTEWORTHY LETTER.



IN THE PICTURESQUE CAPITAL OF THE EMIR 'ABBAS: KANO—THE CHIEF COMMERCIAL CITY OF CENTRAL SOUDAN.

FROM EMIR 'ABBAS OF KANO TO THE KING-EMPEROR:
A TRANSLATION

PRAISE BE TO GOD ALONE, ON WHOM WE RELY FOR HELP.

From the Emir Kano 'Abbas to the Representative of His Majesty the Sultan of England.

A thousand greetings; a thousand salutations; admiration and honour. I have heard the decision of the Conference which you held in the famous Council Chamber respecting the Great Army. Know that I greatly rejoice and am exceedingly glad by reason of this decision; and know furthermore that under your blessing I will give ten thousand pounds every year to aid and succour you in your undertaking. We praise and thank you. May God prolong your life and grant you increase in Empire, in health and in grace everlastingly. Salaam!

Monday 26th, Safar 1334 of the Hijrah.



A NIGERIAN POTENTATE WHO IS GIVING £10,000 A YEAR AS A WAR CONTRIBUTION: THE EMIR 'ABBAS OF KANO, HIS WAZIRI, COUNCIL OF STATE, AND OTHER HIGH OFFICERS, AT A GATE OF THE CITY.

الحمد لله وحده وبه نستعين

من ميركو عباس

الى وكيل صالة سلطان الانكليز عمنا
لو غا القومية والك سلام ورضى واحرام
اما بعد فانه كلام المشورة التي جعلتم
بالمجلس المعلوم في شان الجيش
الخير فاعلم انه جرت بهذا الكلام
جرحا كثيرا وسيرت به سرورا كبيرا
وبعد فاعلم انه في برطانيا اعطى عشرة آلاف
جنيه كل عام اعانة لك واعانة في شانك
وقد حمدناك وشكرناك اهل الله لك
العمر وزادك دولة وعاجية ونعمة
مدى الدهر والسلام
يوم الاثنين ٢٦
صفر ١٣٣٤ هـ

In these days of the Empire's trial the spontaneous expressions of friendship and loyalty, as well as the munificent gifts, offered on all sides by native princes in various parts of the world have been a wonderful source of strength and encouragement to the King-Emperor and his advisers. In such manifestations of goodwill is found proof of the sympathetic relations with native races and native authority which British colonial administration always seeks to establish. A fresh instance of cordiality is the above letter to the King from the Emir 'Abbas of Kano, a very important potentate in West

Africa. Next to the facsimile reproduction of the letter appears a translation of it in English. Kano is the name of a province and of a town in Northern Nigeria. The province has an area of some 31,000 square miles, with a population of between two and three millions. Kano itself can claim to be the chief commercial city of Central Soudan, its chief industries being cloth weaving and dyeing and the manufacture of leather goods. Its population is nearly 60,000. It is 320 miles N.E. of the confluence of the Niger and Benue. Its mud walls are 18 miles in circumference.

WHERE A FRENCH GARRISON MADE A HEROIC DEFENCE: VAUX FORT.



A HISTORIC POSITION IN THE GREAT BATTLEFIELD OF VERDUN: THE FORT OF VAUX, SEEN FROM THE SOUTH-WEST.



WHERE THE GERMANS HAVE FIRED INNUMERABLE SHELLS: A CORNER OF VAUX FORT, SHOWING HUGE BLOCKS OF CONCRETE SHATTERED.

The defence of Vaux-Fort, one of the outlying French positions near Verdun, by the heroic garrison under Major Raynal, will remain as one of the most glorious exploits in that great battle, and, as one writer puts it, "a supreme example of the grit and doggedness of France." In one month, it was estimated, the Germans fired into the fort and its immediate surroundings many hundreds of heavy shells every day, and towards the end the number was increased. The fort itself was completely wrecked by the explosions, great concrete blocks being shattered into fragments. Time and again

German infantry assaults were repelled with severe losses to the enemy. But eventually the little garrison could hold out no longer. Major Raynal's last message ran: "We are reaching the limits. Officers and men have done all their duty. Vive La France!" On June 6 French airmen observed great columns of smoke and explosions in the fort, and on the 7th the Germans announced its capture. It has been pointed out that, although Vaux was a good observation station over the Woivre, it was not a vital point in the Verdun defences, being only a supplementary work to those of Souville.

THE "PLACE DE L'OPÉRA": A FRENCH AMBULANCE POST.



FORMERLY IN THE FRENCH FRONT LINE, BEFORE THE ADVANCE IN CHAMPAGNE: PROTECTED SHELTERS NOW USED FOR AMBULANCE WORK.



INSIDE A STEEL-VAULTED SHELTER USED AS A DRESSING-STATION: FRENCH SURGEONS ATTENDING TO A WOUNDED MAN.

At the time of the great French offensive in Champagne last September, one of the most strongly fortified posts in the French front line was nicknamed the Place de l'Opéra, and the adjacent broad pathway, the Avenue de l'Opéra. The French advance left it behind among what then became second-line positions, and it has since been converted, as shown in our photographs, into an efficient ambulance station. It was to one of these shelters that General Marchand was brought when he was so badly wounded. They were originally built under fire when the enemy were only about two hundred yards away, and the work of bringing up the heavy steel arches (used

as roofs) and hundreds of thousands of sand-bags, was both arduous and extremely perilous. Situated near the regimental first-aid posts, it forms a collecting centre for the sick and wounded in that locality. One of the big shelters, at a depth of 40 feet, is used as a dressing station. It is vaulted with armour-plating covered inside with whitewash. Under the table (seen in the lower photograph) is kept a tub full of anti-gas solution. In the upper photograph, the first entrance on the left bearing the inscription, "Relais d'Ambulance" is that of the "salle de malades" (sick-room), the next is the dressing-station, and the next the quarters of the staff.

NAVAL AIR FORCES ON LAND! R.N.A.S. ARMOURED CARS IN EGYPT.



DIFFICULTIES OF MILITARY MOTORING IN EGYPT: A CAR HELD UP BY THE SANDS OF THE DESERT.



THE CAPTURE OF A SENUSSI PATROL: AN EXPLOIT BY THE ARMOURED CAR DIVISION OF THE ROYAL NAVAL AIR SERVICE.



WITH THE ARMOURED CAR DIVISION OF THE ROYAL NAVAL AIR SERVICE IN EGYPT: HAULING OUT A MOTOR-LORRY STUCK IN THE SAND.



A WAY FOR THE CARS PREPARED BY THE ENGINEERS: A FIVE-TON MOTOR-LORRY CROSSING A PONTON BRIDGE.



A DISASTER JUST AVERTED: A CAR STOPPED ON THE EDGE WHERE THE CANAL EMBANKMENT HAD GIVEN WAY.

Sir John Maxwell's recently published despatch giving details of the successful campaign in Western Egypt against the Senussi under Turkish leadership, shows that the armoured cars of the Royal Naval Air Service had an important share in the operations and did exceedingly useful work. Six cars and one wireless car were with General Wallace's force on December 11 near Wadi Senaab, and Sir John Maxwell says: "In the action valuable assistance was rendered by the armoured cars." Later (on January 14) we read: "The damaged telegraph line between Matruh and Dabaa was successfully restored by the Royal Naval Armoured Car Division." Sometimes their work was impeded by the state of the ground after heavy rain. Thus, in the action near Bir Shola on

January 23, "Owing to the mud, again, the infantry were deprived of the support of the Royal Naval Armoured Car Division, intended to co-operate against the enemy's left flank—a loss seriously felt during the day." In the Battle of Agagia, on February 26, "two armoured cars operated on the right flank with orders to pursue the moment the enemy should break; on the left was the remaining squadron with two more armoured cars. The 1st South African Infantry and two armoured cars formed the general reserve." The cars also took part in the reoccupation of Sollum. Their adventurous exploits under the Duke of Westminster, in capturing the enemy's guns and rescuing the survivors of the "Tara," shortly afterwards, are already famous.

"STRAFING" A GERMAN KITE-BALLOON: AN ALLIED AIRMAN'S FINE FEAT.

DRAWN BY F. DE HAENEN FROM A SKETCH FROM THE FRONT.



A KITE-BALLOON MEETING ITS FATE: AN ENEMY'S "SPOTTER" DESTROYED BY BOMBS DROPPED ON IT FROM AN AEROPLANE.

The anchored "kite," or "sausage," balloon, in the nature of things, runs several risks of sudden destruction while on duty in the air. It exposes itself, for one thing, as a bulky target of a more or less fixed type, to being crippled and brought down by long-range artillery marksmanship. Occasionally also the anchoring-rope gets cut through, and, if the wind happens to be blowing towards the enemy's lines, the observer has every chance of being taken prisoner as his balloon drifts and comes to earth. The other day there was a fine tale of how a French observer, whose balloon had been cut

loose through shrapnel severing its mooring-rope, just saved himself by a hasty parachute descent into the French fire-trenches. The deadliest antagonist of all for a kite-balloon is a hostile airman, if he can get sufficiently close above it. For defence against such aeroplane-attacks, kite-balloons rely on the shooting of their own artillerists. The above drawing shows how a German kite-balloon was recently destroyed before the British lines. Our Headquarters on June 25 mentioned: "We have destroyed 3 hostile kite-balloons this afternoon."—[Drawing Copyrighted in the United States and Canada.]

THE CONQUEST OF THE KILIMANJARO COUNTRY: BRITISH ARTILLERY ON TREK IN THE EAST AFRICAN HILLS.

DRAWN BY F. DE HAENEN FROM MATERIAL SUPPLIED BY AN OFFICER SERVING IN EAST AFRICA.



WITH ONE WHEEL REPLACED BY A TREE-TRUNK TRAILING ALONG THE GROUND: A 13-POUNDER OUT OF REPAIR BUT KEEPING ITS PLACE IN THE COLUMN.

In his recently published despatch on the British advance in the district of German East Africa round Mount Kilimanjaro, General Smuts makes special mention of the good work done by the gunners. "The Royal Artillery," he writes, "were ably handled by Brigadier-General J. H. V. Crowe, and on all occasions when they had an opportunity of preparing the way for and covering the infantry advance their support was most effective." The despatch deals with the operations between February 19, when General Smuts arrived at Mombasa after assuming the East African command, and March 21, by which date (to quote his words again) "the conquest of the Kilimanjaro Meru area, probably the richest and most desirable district of German East Africa, was satisfactorily completed." Several times in the course of his despatch, General Smuts has occasion to mention the artillery. Thus: "The 2nd Division, under Major-General Tighe, carried out, on 8 March, an artillery bombardment of Salaita"; and again, on the 10th:

"After a brief fight the enemy withdrew towards the Latema-Resta nek, hotly pursued by mounted troops and field artillery." In the battle of Soko Nassai, on March 21, two South African field batteries, a mountain battery, and a howitzer battery took part. "Our guns," writes General Smuts, "were well handled . . . but definite targets were difficult to obtain owing to the density of the bush." The above drawing, which shows artillery advancing near Mount Kilimanjaro, illustrates also the resource and ingenuity of the men in charge. The gun in the foreground, a thirteen-pounder, has had to have a wheel removed for repair, but it has been enabled to keep its place in the column by having a long tree-trunk lashed under the axle and to the top of the ammunition-wagon in front, the end of the tree being left to trail along the ground after the manner of the local type of ambulance used in the Balkans. Each gun is drawn by a team of twelve mules.—[Drawing Copyrighted in the United States and Canada.]

THE BRITISH INVASION OF GERMAN EAST AFRICA FROM RHODESIA: WITH BRIGADIER-GENERAL NORTHEY'S FORCES.

PHOTOGRAPHS BY TOPICAL.



ARTILLERY BELONGING TO ONE OF THE COLUMNS: OXEN DRAWING A GUN.



ON LAKE NYASA: B.S.A. POLICE GOING ON BOARD THE "QUEEN VICTORIA" TRANSPORT.



ON THE FRONTIER, SOUTH OF LAKE TANGANYIKA: A PATROL RECONNOITRING IN THE BUSH.



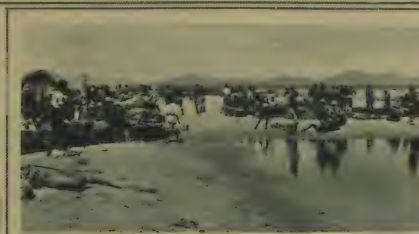
ON LAKE NYASA: RHODESIANS PUTTING OFF TO THE "QUEEN VICTORIA" TRANSPORT.



CROSSING A SWAMP AFTER HEAVY RAIN—THE WATER GETTING DEEPER



B.S.A. POLICE ON THE WAY TO JOIN THE MAIN CAMP: WADING ALONG PATHS FLOODED BY THE RAINS.



ON LAKE NYASA: A CONTINGENT LANDING AT THE NORTHERN PORT OF KARONGO.



AT EVERY STEP: B.S.A. POLICE FOLLOWED BY THEIR BAGGAGE-CARRIERS



KIT-CARRIERS TO THE FIELD FORCE: NATIVE "BOYS," WHO SOMETIMES DROP THEIR LOADS IN THE WATER.



WHILE MARCHING TO JOIN THE FIELD FORCE: B.S.A. POLICE RESTING BY THE ROADSIDE.



WITH THE HEAVY TRANSPORT SECTION: A MOTOR TROLLEY OF THE RHODESIAN A.S.C.



EN ROUTE FOR THE FRONTIER: B.S.A. POLICE CROSSING A ZAMBESI BRIDGE.

Brig-General Northey, the officer conducting the campaign in the south-western region of German East Africa, opened his attack by crossing the frontier on May 25. The frontier line between Northern Rhodesia and the Nyasaland Protectorate and the German colony extends for some two hundred miles between the northern end of Lake Nyasa and the southern end of Lake Tanganyika. Rhodesian and British South Africa Police, a semi-military organisation on the lines of the Canadian N.W. Mounted Police, and mounted burgher and settler volunteers, with a number of guns, form General Northey's force, which is advancing as independent columns operating from several points. They all set to work promptly and successfully. On May 30, New Langenburg, an important German town and settlement thirty miles north-east of Lake Nyasa, was taken by the main British column, and its garrison driven out. Three or four days later, another British column, under Colonel Rodger, attacked a force of the enemy in position on the Poroto Hills, and defeated them, taking

a gun and a large quantity of rifles and ammunition. Simultaneously, Colonel Murray's Tanganyika column further north captured Bismarckburg, on the lake, one of the chief places of the German colony. The German garrison at Namena, twenty-three miles north-east of Abercorn, in Rhodesia, just over the border, and near the southern extremity of Tanganyika, was next invested. At the moment of writing, all the columns of General Northey's force are advancing without having experienced a check anywhere. The illustrations show the nature of the country and the stamp of the troops on service. Owing to belts of country infested by the tsetse fly, the baggage has to be mostly carried by native carriers, or "boys," as they are called all over South Africa. Oxen, whose best pace is two and a-half miles an hour and fifteen miles to a day's march, draw the guns, horses being too few and valuable to use for draught purposes.

SCIENCE AND NATURAL HISTORY

IN QUEST OF
THE BOOKOF SACRED
SCIENCE.SEEKING THE GOLDEN FLEECE, WHICH SUDAS BELIEVED TO BE A ROLL OF
THE SECRET OF GOLD-MAKING, THE ARGONAUTS

SCIENCE JOTTINGS.

SUN-FISH AND SUBMARINES.

NOWADAYS even the least nautically inclined among us is finding a new interest in those strange engines of destruction which are as much at home under water as at the surface—an interest fraught, too, with some anxiety. Hence it is that I feel sure my readers will welcome an account of a fish which is worthy of the most careful study at the hands of our submarine constructors. This is the sun-fish—*Mola mola* of the scientific text-books—surely one of the most remarkable of fishes, living or extinct.

The seas of all the world, from Great Britain to Australia, are its hunting-grounds, yet no fish would seem to the uninitiated less fitted for travel on so vast a scale. We are wont to associate with great speed among sea-dwellers a long, torpedo-like body; but here, as if to show that Nature will be tied by no traditions, the body has the form of a huge oval, and looks as if it had been amputated close behind the great back-fin. Surely, with such a shape, no creature could seem less fitted for speed and diving powers of the first magnitude. Yet it is an accomplished performer in both these activities.

When full grown the sun-fish exceeds a ton in weight, while in length it measures no more than eight feet. This great bulk is supported largely on jelly-fish, varied by equally luscious morsels in the shape of larval eels, and occasionally larger and more solid prey. The jelly-fish are secured, presumably, at the surface, where much, if not most, of its time is spent, its presence being indicated by its back-fin, which, like a great sign-post, projects above the watery plain, tempting and guiding the fishermen, armed with harpoons, who covet its stores of oil.

But how, at this time, is locomotion effected? Ordinarily, fish are propelled, not

action, it is no less certain, must be vibratory—that is to say, a sort of shuddering, side-to-side motion: no other is possible. Further, these two fins are capable of independent action, since, as we have said, the creature can travel with ease at the surface with the back-fin projecting like a flag-pole. During such progress the helpless, drifting

in motion in such a way as to drive the body suddenly forward and downward, and that as soon as the back-fin is submerged it also comes into play, thus doubling the speed, which must be great. This last conclusion seems justified from the fact that from the stomach of a specimen lately sent to the British Museum of Natural History a silver ling was taken nearly two feet long. This was rather a surprising discovery, since it had always been supposed that jelly-fish and the fragile larvæ of eels formed the sole aliment of this huge carcass. To swim into a shoal of larvæ and gulp down victims by the score requires neither great skill in steering nor speed in overtaking. But matters are otherwise when slim and active fish like the silver ling are concerned. Furthermore, this grim chase must be carried on at depths from 100 to 300 fathoms deep, in utter darkness, and the victim must be seized with jaws which, while powerful enough, have a capacity of no more than a few inches. When we come to realise the conditions of such captures, the feat becomes indeed astonishing.

Such being the broad facts in the everyday life of this most bizarre-looking fish, so utterly incapable, to all appearances, of the feats which it actually performs with such amazing facility, is it unreasonable to suggest that the mechanical principles of its design may afford useful—nay, even valuable—data for the improvement of submarine vessels for use in naval warfare?

While on this theme it would be well to mention that there are other fishes which also depend on vibratile fins for their means of locomotion, though progress in these cases is both limited and slow, owing to the small and fragile character of the fins. The sea-horse affords the most familiar instance of this kind, and with this fish the body is carried vertically during the limited journeys which it ventures to make. Still more remarkable is the case of that extraordinary creature, the tortoise-fish, or *Amphisile*. Semi-transparent, and encased in bony plates—hence the name tortoise-fish—this strange product of Nature swims about in the Indian Ocean, head downwards, driven by means of the vibrations of small fins at the hinder end of the body, though when in action they are, of course, at the upper end. But save for the topsy-turviness of its mode of locomotion, which raises some curious problems of orientation, it seems to afford little likely to be of great value in regard to the construction of submersible ships.

W. P. PYCRAFT.



A CREATURE THAT MAY AFFORD HINTS TO SUBMARINE-DESIGNERS:
THE SUN-FISH, IN ITS NORMAL POSE.

When diving, the head of the sun-fish is turned directly downwards by the vibrations of its two great fins, used as propellers. The small breast-fins serve as balancers.

jelly-fish must fall an easy prey. But by what means does the creature precipitate himself to unknown depths when the pangs of unsatisfied hunger—for jelly-fish are but watery morsels—demand greater exertion. We must assume that, at will, the lowermost fin can be set



PREY WHICH THE SUN-FISH DIVES DOWN TWO HUNDRED FATHOMS
TO CAPTURE: LARVAL EELS.

Since the bodies of these larval eels are transparent and not phosphorescent, it is an interesting question by what sense the sun-fish discovers them. It cannot be sight; possibly it is smell, but this is conjectural.

AN EXTRAORDINARY
CREATURE THAT SWIMS
HEAD DOWNWARDS:
THE TORTOISE-FISH
(AMPHISILE).

"Save for the topsy-turviness of its mode of locomotion, which raises some curious problems of orientation, it seems to afford little likely to be of great value in regard to the construction of submersible ships."

as is generally supposed, by the action of the breast-fins, but by rapid and powerful side-to-side movements of the whole body, more especially of the hinder portion. But there can be no undulatory motion of the great solid slab which forms the body of the sun-fish. Here, without doubt, the fins come into play, and it is clear that these propellers must be the great back-fin and its fellow which projects like a huge wedge from the under-surface. Their



ANOTHER FISH THAT PROPELS ITSELF
BY VIBRATILE FINS: THE SEA-HORSE
(HIPPOCAMPUS).

The little sea-horse travels through the water vertically (head upwards) driven by the vibrations of its back fin. The tail, which is a most efficient grasping organ, has no fin.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY RUSSELL, A. AND N. AUXILIARY, MAULL AND FOX, FOULSHAM AND HANFIELD, SWAIN, ELLIOTT AND FRY, SPEIGHT, LAFAYETTE, AND CRIBB.



LIEUT. PERCY STRICKLAND, R.N.,
Killed in Battle of Jutland. Son of Mr.
Frank Strickland, Purley Downs, and
son-in-law of J. W. B. Innes, of Forres.



CAPT. S. VENN ELLIS, R.N.,
H.M.S. "Defence." Killed in
Battle of Jutland. Son of Rev.
H. V. Ellis, Woodbridge.



LIEUT. E. N. G. MATON, R.N.,
H.M.S. "Tipperary." Has been
officially reported killed in action in
the Battle of Jutland.



CAPT. P. M. CLIFTON WILDE,
Royal Marine Artillery. H.M.S.
"Indefatigable." Killed in Battle
of Jutland. Entered Service 1898.



CAPTAIN CYRIL S. HAZEON,
Royal Marine Light Infantry. Lost
on H.M.S. "Hampshire." A mem-
ber of the Royal Automobile Club.



MAJOR BEAUCHAMP H.
B. MAGRATH,
Lancashire Regt. Killed in
action. Son of Major-Gen. and
Mrs. B. H. W. Magrath,
Camberley.



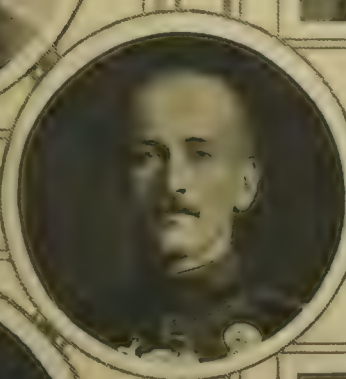
COLONEL A. E. SHAW,
Canadian Expeditionary Force.
Killed at Ypres. Was a cousin
of Major-Gen. the Hon. Sir
Sam Hughes, K.C.B.



MAJOR A. YOUNG,
Canadian Infantry. Killed in
action. Received captaincy
October 1915, and since
that date had received further
promotion.



BRIGADIER-GEN.
THE EARL OF
LONGFORD.
Killed in action. Son
of General the Earl
of Longford, who
served in the Crimea
and Mutiny.



LIEUT.-COL. H. C.
BULLER, D.S.O.,
Canadian Light In-
fantry. A member of
the Duke of Con-
naught's Household,
and son of Lady
Buller.



MAJOR G. C. ROONEY, R.M.L.I.,
H.M.S. "Queen Mary." Killed in the
Battle of Jutland. Son of Colonel and
Mrs. Rooney, of Monkstown.



LIEUT.-COLONEL ERNEST CODRINGTON,
Indian Infantry. Mentioned in despatches at taking
of Kut in September 1915. Officially reported died
in Kut, April 20, 1916.



CAPTAIN L. E. ATKINSON,
W. Yorkshire Regiment. Killed in action.
Was a well-known athlete. Son of Mr.
C. E. Atkinson, Harrogate.



2ND LIEUT. E. D. LE SAUVAGE,
R.F.C. Killed accidentally while
flying. Previously wounded at
Hill 60.



CAPT. W. LEWIS HENDERSON,
W. Yorkshire Regt. Mentioned for
conspicuous gallantry and ability
December 1915. Died of wounds.



LIEUT. C. R. MAGRATH GODWIN,
Canadian Artillery. Born at Leth-
bridge, Alta. Men from Lethbridge
Battery came with First Contingent.



CAPT. T. RUPERT BOWLBY,
Norfolk Regiment. Mentioned in
despatches, Oct. 14. Took part in
battles of Mons, Le Cateau, etc.



CAPTAIN C. J. HUGHES,
Connaught Rangers. Died on active
service at Basra. Served in S. African
War with Highland Light Infantry.

LITERATURE.

Russian Central Asia.

There are artists with the brush, and there are artists with the pen. One of the most famous of Russian painters, Verestchagin, has depicted Central Asia both on canvas and on paper, with his brush and with his pen; but, whilst his paintings live, his word-pictures of that strange and distant country never reached the dignity of true artistic life. Verestchagin, eloquent as he was, scarcely ever gave us more than bald descriptions of that region; it was left to Mr. Stephen Graham to paint a word-picture. His "Through Russian Central Asia" (Cassell) reveals the artist of the pen. It is profusely and handsomely illustrated, but the illustrations, fine and interesting as they are, are but photographs—the artistic work, the real picture, will be found in the letterpress. The country, by the description of which Mr. Stephen Graham has enriched contemporary literature, offers indeed a fascinating theme, and he has treated it like a magician of old, conjuring up before us with his wand living images and beautiful visions which enchant and enthral, and leave us dazed with admiration and delight. Well might a correspondent compare them to the effects produced on his imagination by a perusal of "The Arabian Nights." Starting from the romantic land of the Caucasus, the land of mountains and castles and gorgeous vegetation, of picturesque bandits and beautiful women, the author proceeded to the weird, naphtha-haunted city of Baku. He makes us smell the petroleum and breathe the heavy air of that town of contrasts and anachronisms, where East and West, in spite of Mr. Rudyard Kipling, so strangely meet. Thence across the unfriendly Caspian Sea, Mr. Graham takes us to the deserts of Central Asia, traversed at a snail's pace by that wonderful military railway which is one of the late M. Lessar's engineering monuments. Presently we are in Bokhara, that fabulous country conquered almost in spite of themselves by Russian soldiers blindly working out their country's destiny. From Bokhara to Tashkent, from Tashkent to the Chinese frontier amid the tent-dwellers, Mr. Graham wends his delightful

way over the Siberian border to the Irish. It is a journey which every student and lover of Russia will envy him, a description which will bring despair to the hearts of less gifted disciples of the pen. Mr. Graham's wonderful imaginative sympathy with all he sees and depicts is brought out in its strongest relief in his appreciation of the Mahomedan religion. When describing the restless Russian colonists whom he calls "seekers," he says of them with admirable truth: "They

"In Seven Lands."

but is particularly so at the present moment. Only one of its seven lands—Spain—is neutral. Italy and Portugal are our allies, and the remaining four compose the Central Powers, our enemies. About them all Mr. Vizetelly writes entertainingly, but on the subject of Germany he is specially illuminating. His visit to it—or rather, to Prussia—on which these reminiscences are based, was made with his father, Mr. Henry Vizetelly, on behalf of *The Illustrated London News*, at the close of the Franco-German War. In the few pages which link these later with earlier recollections, preserved in two former volumes by the author, we make a diversion to Rivesaltes, at the eastern limit of the Pyrenees, the birthplace of the Generalissimo of the French armies. Joffre *père* grew wine on his little estate there, but also made casks for other people's, and it was as a master-cooper more than as a wine-grower that he accumulated his little fortune. This digression is characteristic of Mr. Vizetelly's book, for his has been the good fortune to come in contact with many notable people in various parts of the Continent, and he owes it in not a few cases to his researches into different methods of viticulture. Germany in 1872 was entering upon a new, distinct stage of its madness. Berlin, ever since the close of the war, says the author, had been living in a state of moral intoxication. It had resolved to be the *Weltstadt*—the world-city—*par excellence*; and consequently his descriptions of it in this period of transition are of the highest interest. The virus of an overweening materialism was even then poisoning a people who already suffered from the arrogance

of a military caste. We are reminded that the methods of the German Press Bureau and Wolff's Agency are only survivals, much elaborated, of a machinery of public-opinion control that was running forty years ago. There was much flagrant immorality among the Berlineses, associated with a grossness of manners—particularly table manners—that specially struck one fresh from the elegancies of Paris. This was in contrast with the abstemious, even austere, habits of many of the generation just then

(Continued overleaf.)



RESTING IN A TRENCH: A PHOTOGRAPH FROM THE BRITISH FRONT.

Official Photograph issued by the Press Bureau. Crown Copyright Reserved.

take up farms and give up farms with too little scruple, and then go farther, disgusting the official eye in one district, but knowing they will delight other official eyes farther on when they turn up with carts and cattle and belongings at some verdant, empty wilderness still farther away from the centre of Russia." A more charming and interesting description of Central Asia, pregnant as it is with profound thought, we have not come across.

of a military caste. We are reminded that the methods of the German Press Bureau and Wolff's Agency are only survivals, much elaborated, of a machinery of public-opinion control that was running forty years ago. There was much flagrant immorality among the Berlineses, associated with a grossness of manners—particularly table manners—that specially struck one fresh from the elegancies of Paris. This was in contrast with the abstemious, even austere, habits of many of the generation just then



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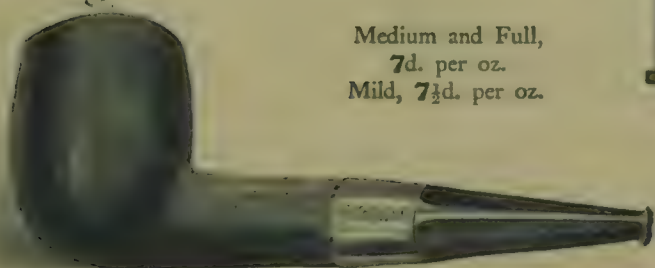
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departing, to which Mr. Sidney Whitman has already called attention. The simple life led by some of its most distinguished figures is illustrated in several of whom Mr. Vizetelly also gives us vivid glimpses. Moltke is a notable instance. Moltke, though sometimes referred to as a Dane, was of German stock; but Roon was of a Netherlands family; Wrangel was probably a Swede by origin; and Treitschke's, a Slav, is still another case of a foremost artisan of Prussian ascendancy being of foreign extraction. Bismarck's is, of course, a constantly recurring name on those pages about Prussia; and half-a-dozen on a visit to the Chancellor's modest residence, 79, Wilhelmstrasse, are among the best in the volume. It is not to be supposed, because we have lingered on it, that only the German section of these reminiscences will hold the reader. They are all engaging, the sympathetic ones of Italy not least of all; and the contemporary illustrations, chiefly from the files of this journal, add to their attraction.

Nothing daintier in the way of booklets could well be imagined than the little series called "Memorabilia,"

pence, to judge by the excellent reproductions of works by old masters in "Portraits of Christ" and "The Last Supper." Each contains introduction and notes by Mr. G. F. Hill. Of the unillustrated volumes we have received "Easter Poems"—a little anthology of Paschal verse, both ancient and modern, ranging from an eleventh-century poet to Keble and Clough—and the "Ideal of Citizenship," a translation by Mr. A. E. Zimmern of the famous speech of Pericles, as given by Thucydides, over those Athenians who fell in the Peloponnesian War. As the publisher well suggests, this speech "would seem salutary to be read by every English reader of to-day." It is not, of course, the actual speech that Pericles delivered, but an imaginary speech composed by Thucydides. That

but it is a widely appreciated fact that this ideal is realised in Bulmer's Champagne Cider. It is a very pleasant beverage and a preventive of the acidity which induces the formation of that uric acid which is the origin of so many ailments, and so agreeable a form of fighting the insidious approach of gout and rheumatism may be found in this cider that its popularity is universal. The methods



ITALIAN TRENCH-CONSTRUCTION IN THE ALPS: A DRAWING BY LUDOVICO POGGIAGHI AT THE LEICESTER GALLERIES EXHIBITION OF ITALIAN WAR PICTURES.

This drawing shows the outer side of the trench embankment (to face the enemy). The defenders stand within on a raised platform, as shown on the left, and fire through gaps in the timber work just under the roof.—[Photograph by C.N.]



ITALY'S MOUNTAIN WAR ILLUSTRATED IN THE LEICESTER GALLERIES EXHIBITION: A DRAWING BY LUDOVICO POGGIAGHI.

Among the collection of Italian war pictures brought together by a Belgian art-lover at the Leicester Galleries are some fine drawings by Ludovico Poggiagli of the fighting in the Alps. In this one Italian artillerymen are seen hauling their guns up the mountains during a storm.

Photograph by C.N.

does not detract in the least from its interest and value. It is, like Shakespeare, not of an age, but for all time, and as we read it we feel that it might have been pronounced yesterday over our own dead in France, or by the shores of the Aegean.

employed by Messrs. H. P. Bulmer, at Hereford, are absolutely scientific, and their cider is matured by the same slow and expensive process as the fine champagnes of France. The result is a sparkling beverage, pleasant to the eye and to the palate, and of real hygienic value. The cider takes twelve months to mature, and is then in perfect condition, satisfying the connoisseur and not taxing his purse. Summer weather cannot be far away, and a wholesome and agreeable beverage is of importance to the whole community. An eighteenth century writer—adapting an old Latin epigram, gives five reasons for drinking: "Good wine, a friend, because I'm dry, Or lest I should be by-and-by, Or any other reason why!"—Accepting this as a fact, the wider the popularity of Bulmer's Champagne Cider the better.

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From Private to General

They all enjoy a wash with

WRIGHT'S Coal Tar Soap

(The Soldiers' Soap.)

It Soothes, Protects, Heals.

In United Kingdom, 4d. per Tablet.

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Solid Silver Tea Service

in Georgian pattern with Gadroon
mounts, consisting of Teapot
(holding one pint),

Sugar Basin and Cream Jug.

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72, REGENT ST., W. ROYAL WORKS—SHEFFIELD.



A Beauty Secret . .

THE true secret of beauty
is a healthy complexion.
The lines and furrows that make
so many women look careworn
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OATINE is the only pre-
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grime which soap and water
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OATINE is an ideal skin
food, prepared from Oats, which
revives the natural charm of the
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FACE CREAM

removes roughness and soreness,
leaves the skin delightfully soft,
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GET A JAR & PROVE ITS WORTH



Convenient, Economical, British

CONVENIENT because you can have it in any form to
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BRITISH because it is made from British materials, in
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Gibbs's Cold Cream Shaving Soap yields a rich, creamy
lather which soothes and comforts the skin and ensures a
quick, clean, comfortable shave.

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GENEROUS TRIAL
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COLD CREAM SOAP
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There's charm in the smile

when the teeth are white and
shining as they are when
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which finds its purifying, cleans-
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Use Calox night and morning, and
increased beauty and longer useful-
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sure reward. Start Calox to-day.

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FREE. A postcard will bring you a
generous sample of Calox by return.
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Calox Tooth Brush reaches every part
of every tooth, 1/-.

G. B. KENT & SONS, LTD.,
73, FARRINGTON ROAD, LONDON.

LADIES' PAGE.

MR. HUGHES, the Australian Premier, who has had such a success in this country, is here as the elected representative of women voters as well as of men; and it was no doubt with an eye to that fact that he observed, in addressing a women's association in London, that it is "extremely improbable that after this war women will consent to be relegated to those backwaters of life in which men have placed them for so long." There certainly ought to be an end now and for ever to certain obstacles to women's free entry into the labour market. Surely the "delicate, fragile female" argument, and the objection to women wearing the dual form of dress that is the only one suitable for hard, physical labour, will in the future be relegated to silence. Then, again, there is the old attempt to close paid labour to married women; so rampant before the war that even women doctors, teachers, and others who had spent years of life and large sums of money on qualifying for some form of useful occupation outside the kitchen and nursery, were ordered to resign wage-earning on getting married. The assumed delicacy of women's form, the compulsion on her to wear always a crippling form of attire, the demand that she shall either resign love and family life altogether or abandon the use of her special trained faculties—these are all very serious obstacles to the wage-earning and full usefulness in social life of women that have been utterly swept aside for the war, and perhaps may not be revived. But I have always seen that the entry of women into industrial wage-earning life, rendered necessary by the development of machinery and the consequent production on a large scale of goods previously made at home, would be the source of great trouble and suffering, as all root changes must be. The war has only accentuated a process that was in full progress before it of women going out independently to seek their means of livelihood. The need for multitudes of them to do so, the desire for a wider life of thousands of others, will be enormously increased by the war; and the general conditions of society, custom, and legislation must needs be modified accordingly more or less rapidly. But it may mean terrible suffering, unless men are wise and kind about it.

For the present, the cry is not how to keep women out of work, but what they can be induced to undertake; and there are even frequent murmurs of "conscripting the women," as "they are not coming forward in sufficient numbers" to fill the places of all the millions of hard-working or trained and skilled male labourers taken away from their avocations. The census and the essential point



AN EFFECTIVE SUMMER DRESS

Composed of two kinds of foulard silk. One is plain dark-blue, and the other bears a conventional design of many colours. The collar and full sleeves are made of white organdy.

that the constitution of women is not in fact built for hard, muscular toil as effectively as is that of men, because women are primarily regarded by Nature as the mothers of the race and not its fighters or muscular workers, make it probable, to say the least, that a very large proportion, indeed, of the women fit, free, and at all suited for the sort of hard work for which they are being called, have already "voluntarily enlisted." Only women still young and enjoying good health, can be farm labourers, work in great noisy and nerve-racking munition-factories, etc.; and the number of such women is limited. Besides, out of them, a large number are young wives and mothers, inexorably tied to preserving the life of helpless infants; others are required to procure and prepare the food of the nation; others to attend upon the sick; to teach in the schools; to preserve hygienic conditions in the houses; and to do all the other usual "national services" that form the ordinary and indispensable daily work of women.

It is true there are many educated women, unfitted for hard bodily toil by years or fragility of build, who may yet be with advantage called upon to replace the men who are so fit, in various offices of administration and government; this class is so far not allowed to "do its bit" by the powers that be. Also, no doubt there are still a certain number of young and strong women, idling about in middle-class and wealthy homes, who might be "conscripted" for hard work—and nobody more pleased, in many a case, than the "conscript" herself! In many a wealthy home are girls who would gladly come forth to do even hard work, for constantly there is to-day repeated the tragedy of personality of which George Eliot spoke: "You do not know what it is to have a man's energy and spirit, and to suffer the slavery of being a girl." Many a girl of this sort will rejoice unspeakably if the Government make haste to "conscript the women."

Messrs. Liberty and Co. are restricting their Summer Sale to a brief period this year; it begins on Monday, July 10, and ends on Saturday, July 22. In this period, they will offer, at the considerably reduced prices that are more than ever nowadays valued by the woman of artistic taste but limited means, certain portions of the stock; slightly shop-soiled goods, in furniture as well as in materials, odd lengths, remnants, and made garments that must be renewed frequently; and also fancy goods and furnishing fabrics. Some silver necklaces with pendants set with real turquoises or pearls that were 35s. and 42s., are actually to be had for 15s. each. There is a large quantity of the Chinese Wild silk that is very strong, and has a good appearance for dresses, blouses, under-garments, and children's frocks, reduced in some cases nearly to half price. A Liberty muslin blouse for 6s. 6d. is like a pleasant dream, but it is true; and there are some gowns and many children's smocks and dresses at half-price, too. The charming millinery that so well suits many faces is reduced more than half; for instance, straw hats trimmed with flowers that have been 45s. are to be had for only 18s. 6d. FILOMENA.

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Physiological Laxative.

The only agent that effects the functional
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JUBOL
Cleanses the Intestine,
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Dr. SALOMON, Paris Medical Faculty.

Prepared by J. L. Chatelain, Ph. Chemist, Paris. Can be obtained from all chemists and drug stores, or direct, post free, from the sole British and Colonial Agents, **Thoppell's** Foreign Chemists, 104, Piccadilly, London, W., from whom also can be had, post free, the full explanatory booklets: "Scientific Remedies" and "Treatise on Diet," also "Lancet" Report.

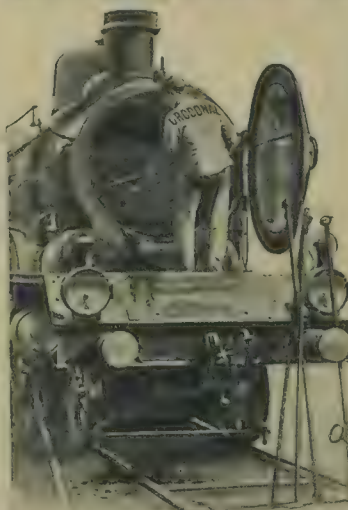
JUBOL, price 5/- per box (complete course of six boxes, 29/6).



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URODONAL

MAINTAINS YOUTH OF THE HEART AND ARTERIES.



It frees them from all the waste products, uratic and chalky deposits which tend to harden their walls.

This cleansing process may be compared to the cleaning of the boiler and pipes of an engine, which would certainly refuse to work were its various parts allowed to become clogged with accumulated dust and dirt.

The same rule applies to the human machine.

Certain blood vessels (veins and arteries) can be compared to boilers. By dint of continually working and circulating blood that is more or less loaded with impurities, their walls become encrusted and hardened, so as to resemble "clay piping." This is **Arterio-sclerosis**, the baneful consequences of which are only too well known. Uric acid is the chief enemy, inasmuch as it is always present in excess whenever nutrition is disturbed. It paralyses the heart, and is in some cases the sole cause of certain diseases of this organ (Pericarditis, endocarditis, etc.).

Heart trouble, as well as disorders of the circulation, are, therefore, greatly benefited from the use of URODONAL, which is **thirty-seven times more powerful than lithia** as a solvent of uric acid; and, therefore, effectively prevents the appearance of the manifold troubles due to its presence.

Dr. DAURIAN, Paris Medical Faculty.

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URODONAL dissolves uric acid, removes sandy deposits from the heart valves, prevents degeneration of the blood vessels, which interferes with normal circulation, thereby preventing overstrain of the heart.



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Benger's Food brings about this great and all-important change by its self-contained natural digestive action. As a result, the rich food contents of both Food and milk are absorbed by even-weakly children, when other foods fail.

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FOOT'S Self-Propelling and Adjustable Wheel Chairs.



(Patented.)
Model 356.

By simply pressing a button the occupant can instantly change the position of the back to any degree of inclination. The extensible leg Rests can also be adjusted by the occupant, and are supplied either single or divided. No other chair has so many conveniences.

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Wonderful
Bargains in
High-Grade
Goods.



Picture Frock (as sketch) in rich quality Pompadour silk, simple crossover bodice, with dainty net fichu, becoming skirt with the new bouffant hip drapery.

Sale price 89/6

Tailor Suit (as sketch) adapted from a new French model, in heavy-weight coating serge, coat cut with becoming yoke, belt, and velvet collar, full, well-cut skirt. In navy and black.

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Street Coat (as sketch) in best quality heavy-weight natural-coloured shantung silk, daintily finished with buttons and pockets. An exact copy of a new French model.

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Black and white stripe coating costume. Coat lined, very practical and useful. For 16 years.

Usual price 84/- Sale price 63/-

Similar style in navy serge, tweeds, and shantung silks; also a good selection in cream serge.

Hat in contrasting shades of taffeta silk ruching round crown, and pretty posy of flowers. Shady and becoming.

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These garments cannot be sent on approval.

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Sold Everywhere.

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Every bottle of

BULMER'S CHAMPAGNE CIDER

takes at least two years in maturing, being made by identically the same process as the French sparkling wine.

DELICIOUS TO THE LAST DROP. The cheapest of all good drinks.

WARDS OFF GOUT AND RHEUMATISM.

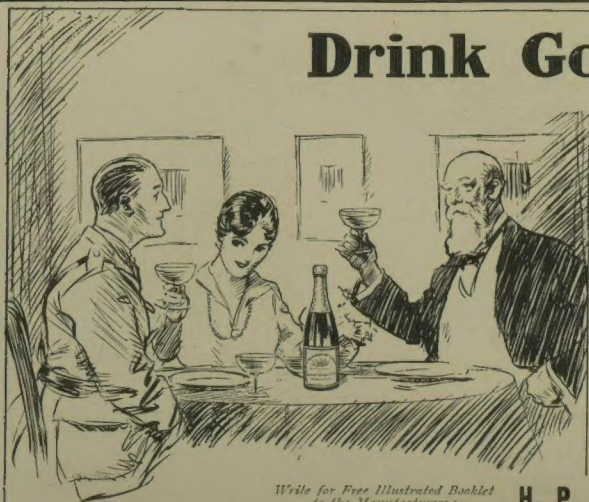
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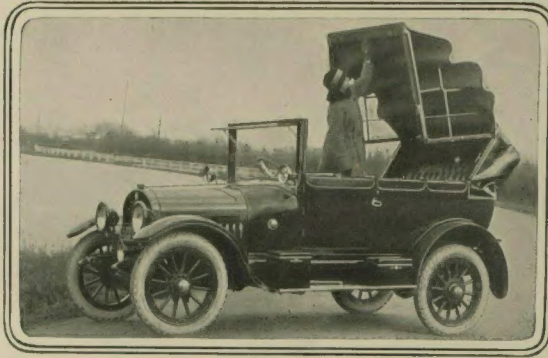
THE CHRONICLE OF THE CAR.

Petrol Tickets. Many motorists will feel relieved to know that there is to be no increase in the carriage tax for cars, though how they will like the increased tax of sixpence per gallon on petrol, making a shilling per gallon in all, remains to be seen. At any rate, there seems little likelihood of their paying any considerable sum in this wise if the Petrol Committee only issue them petrol tickets for a limited supply of this fuel. For this reason it is rather puzzling to know how the Chancellor of the Exchequer calculates he will get the amount of nearly £1,000,000 out of this new tax, if only doctors, veterinary surgeons, the commercial world, and official and semi-official cars are to be supplied with petrol, according to the ukase issued by the Petrol Committee. Anyway, all the owners of cars will rejoice that the remittance of the suggested super-carriage license duty leaves them "as they were"; and now all that remains to be done is to get the fuel to run them on.

Good Food, More Work.

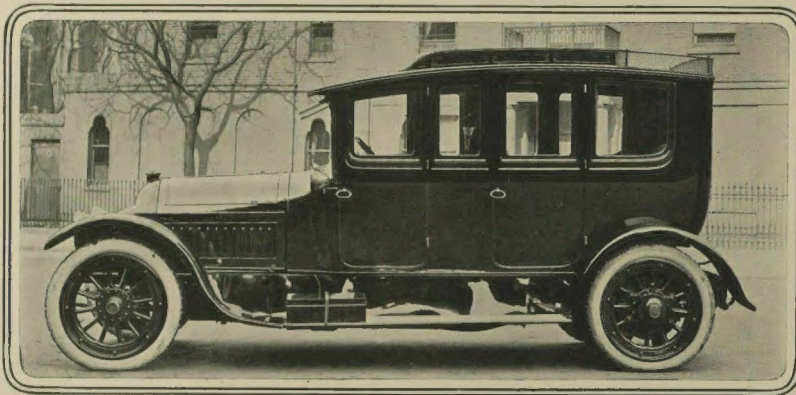
Major-General Sir Francis Lloyd, K.C.B., opened a new canteen at the Rotax Motor Accessories works a week ago, provided by the Messrs. Avon for their workpeople, and which is being run by the Y.M.C.A. Mr. E. Avon, in an excellent speech asking the General Commanding the London District to declare the canteen officially open, stated that he had found it necessary, in the interests of the country, that the girls, women, and men employed on munition work should have good food and plenty of it to produce the best output of work. The more this was attended to, the greater the increase of munitions from the factory. The new building can accommodate 400 persons at one time, and was available for both day and night shifts. The directors of the Rotax Company had presented the building and its equipment, while the Y.M.C.A. officials who managed the canteen supplied the food, etc., at such prices that produced no profit, but gave the employees the benefit of getting full nourishment at cost price.

Training Mechanics. In its scheme of training mechanics of the Royal Flying Corps, the Daimler Company



AN EXCELLENT ALL-ROUND CAR: THE "KING" EIGHT-CYLINDER CAR.

The lady owner-driver of this car is showing how easily it can be converted from an open touring to an enclosed "All Weather" body type. It possesses practically every modern improvement and is sold by Messrs. Salmons and Sons, of 6, 7, and 8, Upper St. Martin's Lane, W.C. It is simple in construction, and has been designed specially as an owner-driver car, not needing, either in its driving, cleaning, or washing, the services of a skilled mechanic or chauffeur.



A HANDSOME CAR: A 20-30 H.P. PEUGEOT.

This fine car has an inside-driven body by Alford and Alder, Dunlop tyres, and Rushmore fittings and lamps, and can be seen at 10, Brompton Road, S.W.—[Photographs by Birkett.]

has prepared for their sole use a booklet on the "Petrol Engine, Magneto, and Carburetter, with Notes on Air Resistance," which is particularly helpful to these men in training. The whole of the edition has been handed over to the Services, and the War Office and the Admiralty alone distribute it to those entitled to have the information. Each week parties of mechanics are sent down to the Daimler works, and a member of that staff is told off to attend to them and to give these men personal instruction and assistance. Each man gets a copy of the Daimler printed specification of the engine upon which he is trained. This in itself includes many useful notes of a technical character calculated to help him in his work both here and afterwards at the front. The men make notes and sketches of what is likely to be of value to them, and the company send to their Commanding Officers a personal report on each man's progress and abilities. Of course, these drafts come from all parts of the country, and it is wonderful the interest taken by them in this training when it is considered that the majority of the men had a considerable knowledge of the petrol engine and its parts before they joined up.

Aeroplane Inquiry. The critics of the Air Services do not seem to have presented their case very successfully. Very definite and convincing evidence is demanded by

the trained legal mind, which always asks not only for facts, but provable facts. It seems almost a pity that the inquiry was started, as it looks as if it will lead to nowhere. Half the troubles that this inquiry was supposed to redress have been due to the impetuosity of our gallant airmen. Let me give an instance. The machine is flown from the works or a central flying station to the depot from which it is flown to France. It arrives, and is there overhauled, or is supposed to be. It happens often that some detail wants attention, and if it cannot be done as quickly as the pilot desires he won't wait, but continues his journey to the aviation base at the front. If an accident does happen, the administration of the R.F.C. is at once severely criticised. If the pilot is killed, the facts are seldom available, as the mechanic who did or possibly was not allowed to finish his job keeps his own counsel. W. W.



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(1)

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IMMEDIATE
DELIVERY.

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"SPORTS CHASSIS"
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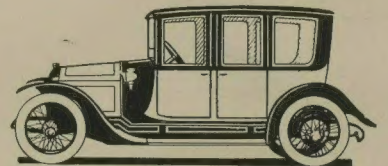
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This well-known
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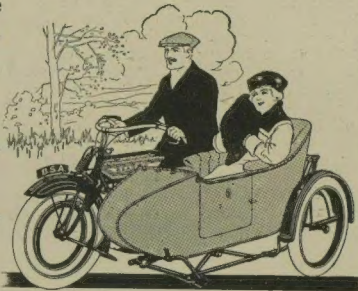
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COMPANY LIMITED,
54, SMALL HEATH,
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FOR SOLO
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THE MARK OF THE
"PERFECT IN EVERY PART"
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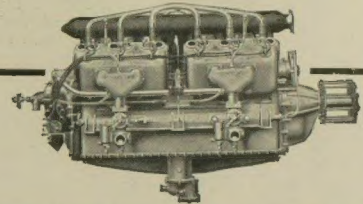
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DO you remember the successes always
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To-day those successes are being upheld not only
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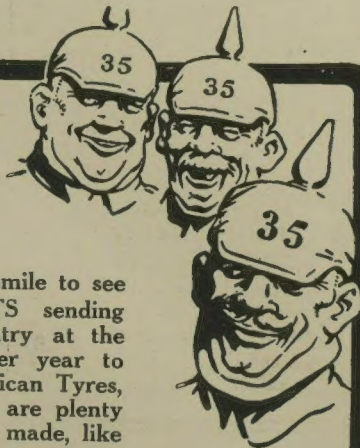
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Dunlop Tyres are fitted to Sunbeam Cars as standard.



How we help the Enemy!

How the Huns must smile to see
BRITISH MOTORISTS sending
gold out of the country at the
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pay for imported American Tyres,
when all the time there are plenty
of better and British made, like



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to meet all requirements. Motorists,
where is your patriotism? Be British.
Buy Clincher British Tyres and help
your country at the same time that
you help your pocket.



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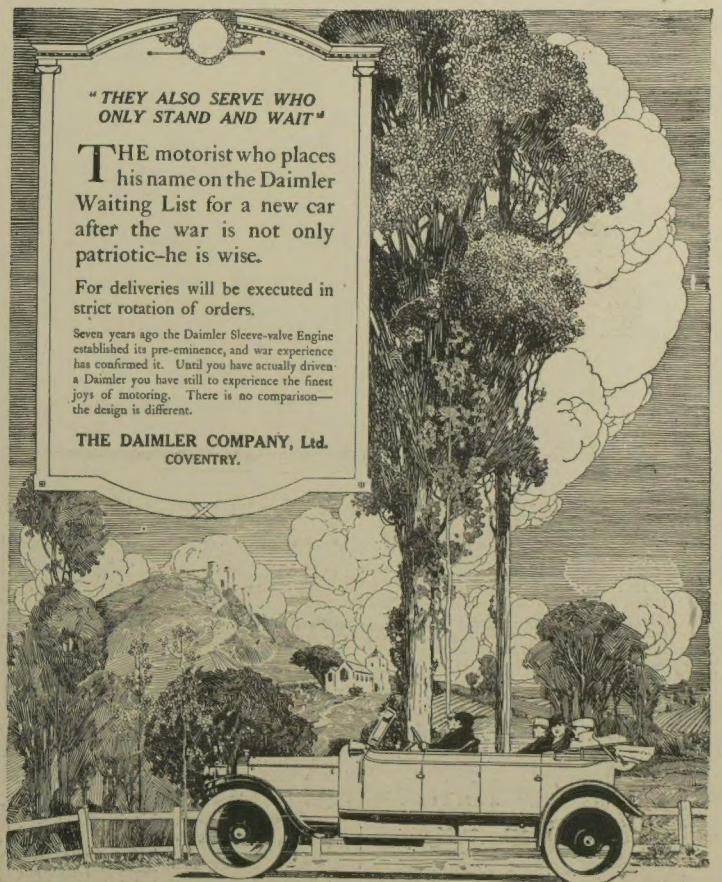
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THE motorist who places
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For deliveries will be executed in
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Seven years ago the Daimler Sleeve-valve Engine
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has confirmed it. Until you have actually driven a
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the design is different.

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DAIMLER

THE PLAYHOUSES.

"HOBSON'S CHOICE." AT THE APOLLO.

IT recalls Arnold Bennett and Stanley Houghton alternately. Here is shown the younger generation knocking at the door and making short work of parental selfishness and tyranny. Here again is a study of provincial town manners done with an almost photographic fidelity to detail. There are also reminders of Scottish drama in his portrait of a managing heroine. And yet "Hobson's Choice" is as far as possible from being a copy of other people's ideas or other people's methods. It is sound, honest work, this of Mr. Harold Brighouse, which takes us right inside the homes and lives of Lancashire middle-class folk, shows us realistically the rawness and often the ugliness of the milieu, and yet keeps us constantly amused by the maintenance of a legitimate note of comedy. When Maggie Hobson, at thirty, in fear of being left on the shelf, drags her father's gawky and reluctant best hand into matrimony and starts independence in a couple of cellars, nothing looks less likely than that she should carry her revolt to a successful issue. Yet, thanks to her generalship, there soon comes a time when the drunken and mean old man finds himself up against ruinous competition, is compelled to dower his other daughters, and is ready to sign a treaty which prevents him from drinking himself to death and puts his son-in-law in command of his business. The story sounds hard and grim in such summary telling, but Maggie's capacity and sound sense and goodness of heart take off any impression of suddenness; and Mr. Brighouse knows his Lancashire types too well not to handle them and endow them with a sense of humour. Their talk has pungency, just as their characters have grit. He is lucky in his interpreters. Miss Edyth Goodall hails from Lancashire, and does the Lancashire girl to the life. Mr. Norman McKinnel is never happier than when fitted with a character of rough edges and blunt speech; you forgive old Hobson in his

hands, so quaint does he make the skinfint. And there is a new comedian in the cast, Mr. Joe Nightingale, whose engagement for the husband who did not want to be a husband was a stroke of genius. He is irresistible.

"MACBETH" FILMED. AT HIS MAJESTY'S.

"Macbeth" in cinema form; "Macbeth" robbed of its glorious verse; "Macbeth" with its poet-hero stricken dumb—what an odd transformation! You must accept the production now offered at His Majesty's as a spectacle, and forget the sacrifice of Shakespeare's language. If you can do that, you will be bound to admit that the spectacle



AFTER A SPELL IN THE TRENCHES: BELGIAN MACHINE-GUNNERS.

Photograph by C.N.

is wonderful and the whole enterprise romantic. Sir Herbert Tree has travelled thousands of miles to figure in these films, and we see now in London what it required the atmosphere and sunshine of California to bring to perfection. No mere stage-effects have ever matched the achievements of the cinematograph. The blasted heath stretching in such dreary distance, the torch-lit picture of the coronation, the crowded scene of the assault of the Castle—these are triumphs in presence of which the theatre can do no other than confess defeat. There are majesty and forcefulness in the looks of Miss Constance Collier's Lady Macbeth, just as there is picturesque imagination in Sir Herbert's presentment.

ROYALTY AND "THE ADMIRABLE CRICHTON."

Since the Barrie matinee was robbed of the presence of royalty, it was a fortunate arrangement which repeated the chief item of its programme at the Queen Opera House last week, and enabled the King and Queen to see the play and special cast arranged for their pleasure. There were visible evidences of their enjoyment; and once more "The Admirable Crichton" was played to a bumper house.

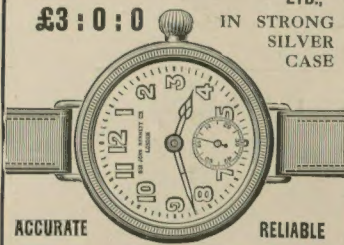
We are asked to state that the illustration published in our issue of Jan. 29, and entitled "Seeing the Sights," was from a sketch by Mr. K. B. Preston, whose name was not mentioned at the time the sketch was reproduced.

The bonus question has offered some difficulty in war time to life assurance companies, but it is being surmounted. The Standard Life's report shows that, after providing £163,000 for depreciation of securities and strengthening valuation of liabilities by over £150,000, a balance of over £800,000 remains. The directors, however, determined to carry forward this balance to the next investigation. Meantime, with-profit policy-holders are to be protected in the event of claim by having added to their policies an intermediate bonus dating back to 1910; while, when the next investigation is made, with-profit policies will share in the surplus then disclosed in respect to premiums paid since 1910. This means that profits distribution has only been postponed.

The Dunlop Rubber Company state that the Motor Club Championship held by the Royal Automobile Club of Madrid has resulted in a big success for Dunlop tyres. A cable says that the winning machines in all categories were fitted with Dunlops. The Championship is held over a course involving two climbs rising to 4500 and 5400 feet respectively, and these passes have been free from snow less than a fortnight; whilst the roads are "indifferent." Entirely satisfactory is the success which has followed the Dunlop Company's establishment of a new overseas depot in Madrid since the commencement of the war, as Dunlop tyres and championship results have become almost synonymous, both with cars and motor-cycles.

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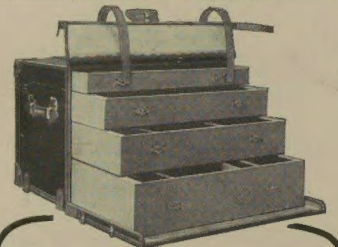
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